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THE HISTORICAL CONTEXT: Why now?

The Bayshore Corridor has been commonly recognized as lacking the intensive level of transit service available in other sections of the City. Several studies exploring the possibility of rail transit service in the corridor have been completed in past years, with a view towards

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mediate attention.

The present study is the first phase of a multi-phase project to plan and implement major public transportation improvements in the Bayshore corridor. Subsequent phases will include engineering, environmental impact analysis, and construction of the preferred alternative.

MULTI-DIMENSIONAL TEAM SELECTED FOR STUDY

After reviewing the submissions of a number of consulting firms, MUNI selected a team headed by Wilbur Smith Associates. WSA, a nationally respected transportation and transit planning firm, has worked with MUNI on other planning studies in the past.

Richard Tilles, a transportation planner, with degrees in civil engineering and urban planning, is WSA's Project Manager for the study. The team includes:

- **LTK Engineering:** Transit technology and engineering
- **Stevens & Associates:** Urban design
- **Sedway and Associates:** Economic development
- **Environmental Science Associates:** Environmental analysis
- **Dowling Associates:** Travel demand forecasting
- **Aileen C. Hernandez Associates:** Community liaison

In addition to working directly under the supervision of MUNI Service Planning's Sue Stropes, the WSA team will interact with a Technical Advisory Committee

(continued on page 4)

Bayshore Transit Study Community Meeting

MONDAY, JANUARY 25

6:00 – 8:00 p.m.

(Room opens at 5:30 p.m. Meeting starts promptly at 6:00 p.m.)

at the

Southeast Community Facility

1800 Oakdale Avenue, San Francisco

Handicapped Accessible

Transit Accessible: MUNI #15, #23, #24, #44, #54

ATTENTION!

To attend our meeting, do you need help with:

- **Translation?**
- **Sound Enhancement?**
- **Handicapped Services?**

If so, please call MUNI at 923-6100

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THE HISTORICAL CONTEXT: Why now?

The Bayshore Corridor has been commonly recognized as lacking the intensive level of transit service available in other sections of the City. Several studies exploring the possibility of rail transit service in the corridor have been completed in past years, with a view towards remedying the deficiency.

In 1989, the voters passed Proposition B, levying a ½ cent sales tax in San Francisco to generate funds for transportation projects.

The Transportation Expenditure Plan adopted in July 1989 by the Board of Supervisors, sitting as the San Francisco County Transportation Authority, included $10 million for planning and engineering studies and $190 million for construction in four major corridors.

Improvements to the Third Street/Bayshore and Geary Corridors are designated as "Priority One," with city-wide support for giving these areas immediate attention.

The present study is the first phase of a multi-phase project to plan and implement major public transportation improvements in the Bayshore corridor. Subsequent phases will include engineering, environmental impact analysis, and construction of the preferred alternative.

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PUBLIC REACTION TO PRELIMINARY ALTERNATIVES SOUGHT

As the study gets underway, the consultant team is reviewing nine alternatives identified by MUNI for evaluation during the Project. They address three alignments for improved MUNI-operated services: along Third Street, on Bayshore Boulevard and on the Caltrain/Southern Pacific right-of-way.

Alternative 1: *Do nothing*. All current services in the corridor unchanged.

Alternative 2: *TSM*. Low-cost option, with transportation systems management (TSM) changes and improved bus and commuter rail frequencies.

Alternative 3: *Third Street Trolley Coach.* with conversion of #15 MUNI service from diesel coach to trolley coach.

Alternative 4: *Third Street MUNI Metro.* Light rail Metro extension along Third Street, operating from MUNI Metro Mission Bay extension near Sixteenth and Seventh Street, connecting to Third Street and extending south.

Alternative 5: *Third Street Light Rail.* Light rail along Third Street, operating independently of the MUNI Metro system, and using new "low-floor" rail vehicles that do not require lifts or high platforms along the street for handicapped access.

Alternative 6: *Bayshore Trolley Coach.* Converts the #9 San Bruno/Bayshore MUNI service from diesel to trolley coach.

Alternative 7: *MUNI Metro on Caltrain Right-of-Way.* MUNI-operated light rail along the Caltrain right-of-way, from the Mission Bay MUNI Metro extension south along the railroad right-of-way, with local stops at half-mile to one-mile spacing.

Alternative 8: *MUNI Rapid Transit.* MUNI-operated rail along the Caltrain right-of way, supplementing a parallel regional rail system on the same or adjacent trackage, but with electrical multiple unit rail cars, and sharing a San Francisco Terminal with Caltrain.

Alternative 9: *MUNI Metro "Hybrid."* A combination of Alternatives 4 and 7, with light rail running from the Mission Bay MUNI Metro Extension along the Caltrain right-of-way, north of Islais Creek, then turning east and running south along Third Street.

The alternatives described are not the only possibilities; others may surface during the study and public input will be important in identifying additional alternatives or variations on those already being considered.

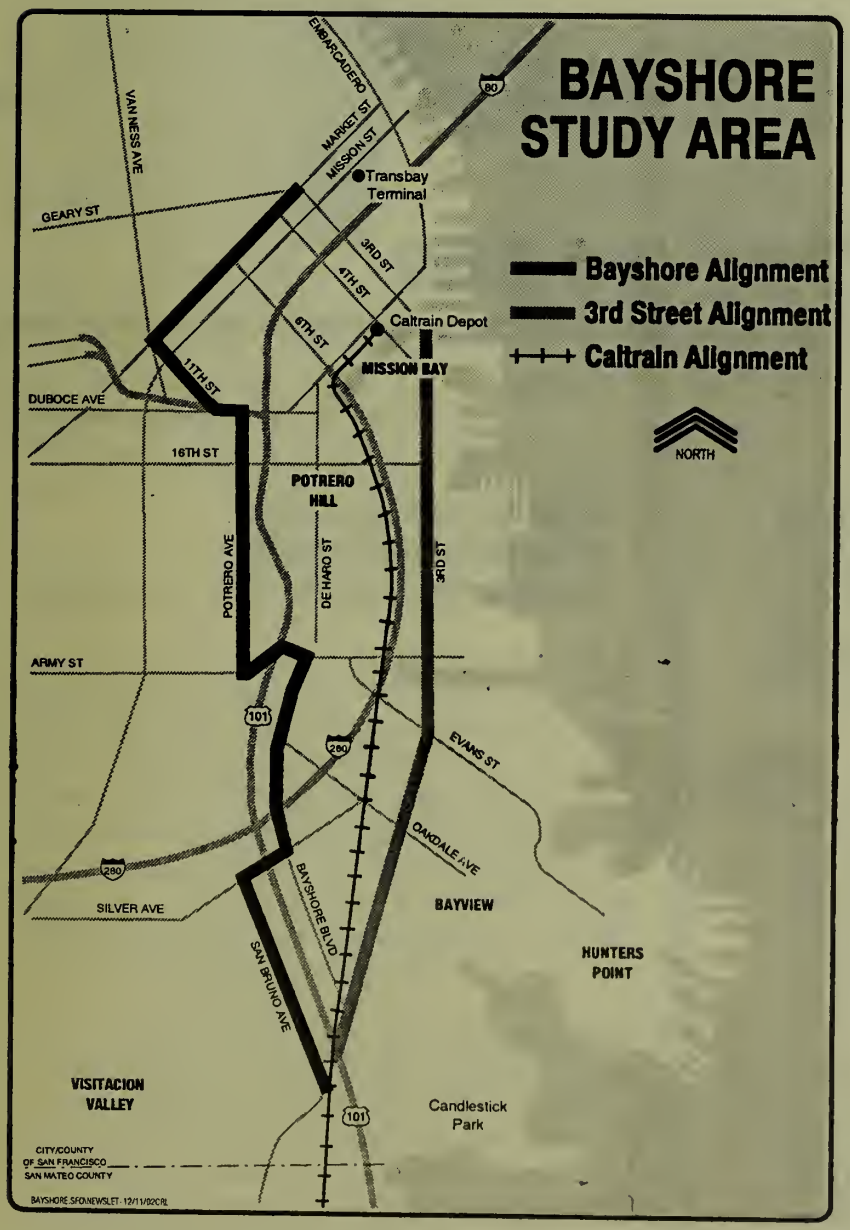
ADDITIONAL OPPORTUNITIES FOR PUBLIC PARTICIPATION IN TRANSIT STUDY

The Bayshore Transit Study team has planned a series of community meetings over the next twelve months to give the public opportunities to influence the direction of the study. The kick-off meeting on January 25 has targeted the general community. In March, three neighborhood meetings will be held – in Bayview/Hunters Point, Potrero Hill and Visitacion Valley. As the study progresses and draft recommendations are available, a second series of neighborhood meetings will be scheduled in late Summer to solicit comments from the corridor communities. A general community meeting is planned for Fall 1993, when a draft of the final report of the consultant team will be available. Upon request, team members will attend meetings of community organizations interested in the study.

In addition to the meetings planned, the Project team will keep the community informed about progress through this newsletter, the **Bayshore Bulletin**. Written comments are welcome and should be addressed to: Sue Stropes, Project Manager, Bayshore Transit Study, 949 Presidio, San Francisco, CA 94115.

THE BAYSHORE STUDY AREA: Where it is

The **Bayshore Corridor** is the major north-south travel route through the southeastern section of the City, from the central business district to the county line. It is bounded on the east by San Francisco Bay, on the north by the edge of the downtown area, on the south by the San Francisco/San Mateo county line and on the west by the James Lick Freeway (Highway 101) with a slight extension west of the freeway to include Visitacion Valley.



Meeting Kicks Off Study

(continued from page 1)

known as the Bayshore. The area targeted for enhanced service includes parts of Potrero Hill, Bayview/Hunters Point, Little Hollywood and Visitacion Valley. Economic revitalization of the area, through improved transportation, is a major consideration in the study. MUNI and the consultant team will work closely with a number of City agencies, including the Mayor's Office of Economic Development and Planning and the San Francisco Redevelopment Agency, to stimulate economic opportunities in an area of the City which has been plagued with high unemployment.

The meeting room will be open at 5:30 p.m. and the meeting will begin promptly at 6:00 p.m.

Team Selected

(continued from page 2)

composed of Stropes and representatives from: MUNI Transportation, PUC Finance, PUC Utilities Engineering Bureau, the SF County Transportation Authority, City Planning, Parking and Traffic, SF Redevelopment Agency, Port of San Francisco, the Mayor's Office, the Joint Powers Board, and the Metropolitan Transportation Commission. A member of the Citizens' Advisory Committee to the County Transportation Authority also serves on the TAC.

WANT PROJECT INFORMATION?

Call MUNI: (415) 923-6100

***Bayshore Bulletin* is produced and edited by Aileen C. Hernandez Associates**

(continued on page 4)

JANUARY 25 MEETING KICKS OFF BAYSHORE TRANSIT STUDY

The public is invited to participate in the first of several community meetings to be held as part of a year-long Bayshore Corridor transit study commissioned by the San Francisco Municipal Railway. The meeting, scheduled for Monday, January 25, 1993 from 6:00 – 8:00 p.m. will be held at the Southeast Community Facility, 1800 Oakdale Avenue in the Bayview section of the City.

Sue Stropes, MUNI Project Manager for the study, has indicated that the meeting will focus on the goals and objectives of the study and on a series of transportation alternatives which have been preliminarily identified for evaluation. She stresses the importance of community participation at this early stage of the study.

A team of consultants, headed by Wilbur Smith Associates, was awarded the contract to develop and evaluate alternative approaches to improving MUNI transit service to the southeast section of the City

MUNI BAYSHORE BULLETIN

A Study of Rail Transit in the Bayshore Corridor

POTRERO HILL • BAYVIEW/HUNTERS POINT • VISITACION VALLEY • LITTLE HOLLYWOOD

January 1993

Issue No. 1

SF Municipal Railway

如需於一月二十五日的會議提供翻譯服務，請於每次會議前七十二小時來電984-1453要求。

Para pedir que haya servicio de traducción disponible en nuestra reunión comunitaria del 25 de enero, favor llamar al 554-7114 cuando menos 72 horas antes de la reunión.

Kung nais ninyong malaman ang paksa nang ating pagpupulungan sa Enero 25, 1993, mangyari laman tawagan ang Tel. No. 673-6864 (9AM-5PM, Lunes-Viernes) tatlong araw bago magpulong.

MUNI Service Planning
Room 204, 949 Presidio
San Francisco, CA 94115

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Results of Bayshore Study Final Report

(continued from page one)

The Alternatives Analysis would produce more refined estimates of ridership on the rail options. It would also address several still unresolved issues including: the desirability of high vs. low boarding platforms; the light rail route north of Islais Creek; the alignment crossing Highway 101; and the exact route to a southern terminal at Bayshore Station in Visitacion Valley/Little Hollywood. The study would also identify the elements and cost of an "early start project" recommended for the Bayview Third Street Commercial Center.

Over the past year of the study, many residents of the area made clear that they wanted construction of the system to get underway as soon as possible. Some opposed the pursuit of federal funds because of the anticipated delay. However, it now appears likely that getting a light rail system (LRT) up and running would not be delayed by a decision to seek federal funding and go through the AA process, because a railyard with maintenance and storage facilities is required before a light rail system can begin operations. The existing City facilities for MUNI rail cars are already at capacity, so there would be no space for the rail cars needed to serve the Bayshore Corridor without a new railyard—a five to six-year project.

Construction of a new railyard (called Metro East) in the northwest corner of Mission Bay has been studied, but it cannot be built (because of the limited money available) until after MUNI replaces its badly deteriorated existing light rail vehicle fleet. That makes it possible to secure federal funding, complete the AA process, and move forward on construction of the Bayshore light rail system at the same time as the building of a new maintenance and storage facility at Metro East or another site.

URBAN HABITAT STUDY

In addition to the work being done by the consultant team, Urban Habitat (an organization concerned with addressing environmental issues that particularly impact on low income and minority communities) has joined with the New Bayview Committee (a coalition of community, business and church groups and other interested citizens organized in 1982 to address the needs of the Bayview/Hunters Point neighborhood) to conduct a special survey in the Bayview area.

Working with the transportation consulting firm of Pittman-Hames, the two organizations have developed, distributed, and are now analyzing a comprehensive survey on the study alternatives and issues as they relate specifically to the Hunters Point/Bayview community. Based on the survey results, they will recommend community support for a specific light rail alternative.

PCL SEEKS BALLOT INITIATIVE

There may be another source of funds for the Bayshore light rail project in a ballot initiative being proposed by the Planning and Conservation League (PCL), a statewide transit and environmental lobbying group. PCL's initiative, the California Clean Air, Jobs and Transportation Act, proposes to increase the State sales tax on gasoline by 4% to raise money for the construction and operation of rail projects throughout California. If the measure passes, San Francisco would get money for two projects: the Metro East railyard (at any location selected) and the extension of a high priority light rail service (which could include the Bayshore Project.)

The PCL initiative, which has been filed with the State Attorney General, requires 625,000 valid signatures before it qualifies for the ballot. The signature drive will begin in January and must be concluded by April 1994.

Focus Group Participants Reach Consensus On Several Bayshore Project Issues

Neighborhood activists from the Bayview/Hunters Point, Potrero Hill, Visitacion Valley and Little Hollywood communities spent a Saturday morning sharing views, discussing their differences and reaching consensus on what they would like to see happen in the Bayshore Corridor. They wanted a win/win response in which the needs of each neighborhood could be addressed. When the morning was over, they had agreed to the following agenda to place before the City's decision-makers:

- Expand the 9X MUNI line to provide direct service between Visitacion Valley and downtown, North Beach and Fisherman's Wharf to compensate for the impact of the proposed Third Street LRT on the #15 MUNI bus service.
- Build a light rail system that extends at least to Bayshore and Geneva Avenue and preferably to Balboa Park.
- Seek federal funding to build the extended system.
- Start to build the light rail system, and to implement interim improvements to the existing system, as soon as possible.
- Consider the Hunters Point Shipyard as a potential site for the MUNI railyard.
- Establish and implement a policy that residents of the Bayshore Corridor will be the major beneficiaries of the construction of the light rail system through jobs and contracting opportunities.

ENVIRONMENTAL ISSUES IDENTIFIED IN PRELIMINARY REVIEW: Further Study Needed

Through research, site visits and comments at community meetings, a number of potential environmental concerns were identified. Although the environmental assessment does not purport to satisfy the requirements of the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), the study team developed an environmental "checklist" which proved helpful in highlighting problem areas. In addition to the impacts of construction on traffic, noise levels and air quality, building a light rail system in the Corridor has the potential for encountering concentrations of hazardous substances due to historical and existing industrial uses in the area.

The City's Master Plan and the Mission Bay Development Agreement may require amendment for light rail alternatives 4, 5 and 10. As the project moves into the next phase, especially if federal funding is sought, these concerns will have to be addressed and mitigated.

A CAPSULE VIEW OF THE CONSULTANT RECOMMENDATIONS

1. Seek Federal Transit Administration capital funding
2. Move light rail transit into Alternatives Analysis
3. Investigate low platforms at stations
4. Secure development of a railyard
5. Provide exclusive right-of-way for light rail transit
6. Provide two moving traffic lanes in each direction along Third Street
7. Replace lost on-street parking
8. Consider immediate #15 Bus downtown operational improvements
9. Expand #9X service
10. Plan early start on capital improvements
11. Conduct concurrent economic development process

WHAT'S NEXT FOR THE BAYSHORE CORRIDOR:
Moving Ahead With the Project

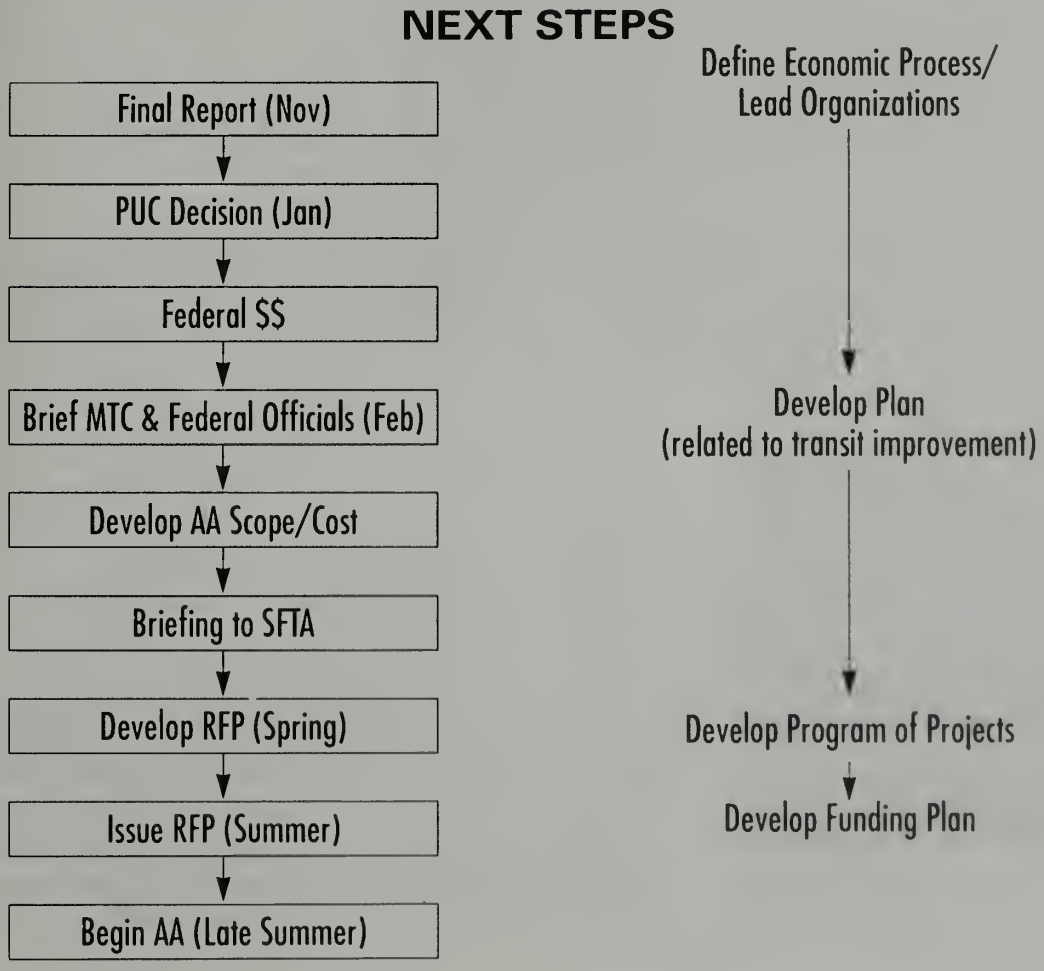
Making sure the Bayshore Project keeps moving ahead requires a number of activities that are shown in the accompanying diagram, "Next Steps."

The consultant team will issue its final report in early December. The S.F. Public Utilities Commission (PUC) will act on the consultant recommendations at a meeting in January 1994. (Note: Voter approval of Proposition M created a new Transportation Commission, to be formed some time in 1994, which will have future authority over MUNI; however, the current S.F. PUC is expected to act on the study recommendations prior to that time.)

If a decision to seek federal funding is made, the project will need the support of federal and Metropolitan Transportation (MTC) officials to ensure that it gets into the federal Alternatives Analysis (AA) process. Briefing of these officials is expected to take place in early 1994, followed by preparation of the scope and anticipated cost of the AA.

The next step would be briefing the San Francisco County Transportation Authority (SFTA), which would have to approve funding for the Alternatives Analysis. Once that has been accomplished, MUNI would issue a Request for Proposal (RFP), review responses and select a consultant team which should be able to begin work on the transportation phase of the Bayshore Project by late Summer 1994.

Because economic revitalization is also an important part of the Bayshore Corridor study, concurrent activities to identify and implement economic projects are also recommended as shown in the chart.



The Voice of the People: A Sampling of Comments From the Community

The following are a few direct quotes from the responses to the "Tell Us What You Think" survey inserted in the July newsletter and the survey distributed during the October community meetings.

A capacity audience listens intently as Visitacion Valley Improvement Association President Henry Schindel makes his point of view known. Marlene Tran, in background, translates his remarks into Chinese.

"Stations should be no more than three blocks apart. Off-street parking could be planned for every 8 – 12 blocks apart on side streets (similar to off-street parking off of San Bruno). Besides we want people out of their cars and using public transportation!"

"Overall, whichever option is cheapest and can be up and running at earliest possible time would be most practical option, especially if it provides ability to adapt to future developments and needs. Bayview community needs transit improvements ASAP with minimal disruption during installation."

"Though the residents don't see Caltrain as an advantage, the Caltrain upgrade and extension will strengthen San Francisco's economy generally creating employment opportunities for corridor residents, and the means to get there (including to airport jobs), as well as helping support City services..."

MUNI Project Manager Sue Stropes discusses the Corridor project with Urban Habitat's Henry Holmes (right) and Andy Nash, Chair of the Transportation Authority's Citizen Advisory Committee.

"Why do all the alternatives (besides 5) swing around the waterfront? Am I missing something obvious or is the waterfront part of Mission Bay? If the waterfront is a part of Mission Bay, let Mission Bay developers plan their own transportation corridor with MUNI. Let's keep focused on Bayshore/Bayview corridor. Or is accommodating Mission Bay an unspoken/unwritten project goal/objective?"

"[Alternative] #5 could connect to a Geary Corridor low-platform line at Third and Market, and provide service to Moscone and Yerba Buena Centers. [Alternative] #9 could be an "express" line, connecting with Market Street subway and intersecting with #5 at King and Third. Both lines could utilize same tracks (but separate stations) south of Evans, on Third Street."

❝ With an eye to the future, #5 is clearly the best alternative; #4 and #10 are just about in a tie for second spot. Neither would be a great disaster, but the problems of faster loading would still remain to be addressed at some future time...❞

❝ Closer spacing of stations would lead to pedestrian traffic and help revive the 3rd Street corridor as a healthy business strip; if the 22nd Street and Paul Street stations were upgraded and convenient connecting service introduced, commuters could utilize these two stops for express service. (Of course, I'm assuming that Caltrain will eventually be extended downtown.)❞

❝ Personally I commute to Market Street and BART (East Bay), so I would want quicker travel time. But this line will also be used by local shopping traffic and would benefit by closer stations...❞

❝ I like Alternative #10 most because it's simple and direct!❞

❝ Just build it before I die! And don't go to Candlestick, because that monstrosity won't be around in ten years!❞

[To revitalize the economy]
❝ Encourage services such as supermarkets; encourage home ownership. Area will be desirable (in S.F., good climate, affordable) if perceived as stable and safe. Basic municipal services are more important than special projects.❞

[To revitalize the economy]
❝ Provide construction jobs; emphasize MBE set-asides; try to avoid the problems encountered with the police station bidding process.❞

MUNI Service Planning Director Peter Straus (foreground) and Consultant Richard Tilles (background) answer questions after a Bayview/Hunters Point neighborhood meeting.

Peter Straus clarifies a point on the proposed Metro East railyard at a Potrero Hill neighborhood meeting.

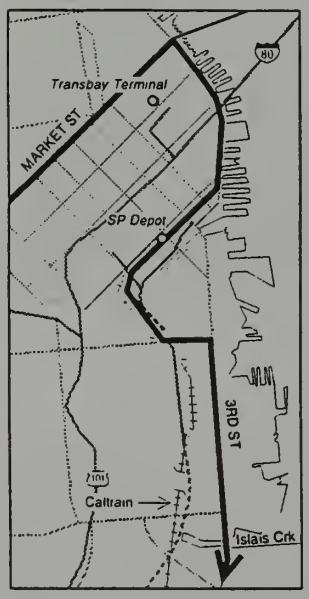
This is the final newsletter for this phase of the Bayshore Corridor Rail Transit Study. To keep informed, contact: Sue Stropes, MUNI Service Planning, Room 204, 949 Presidio, San Francisco, CA 94115 (415) 923-6100.

EVALUATING THE LIGHT RAIL ALTERNATIVES: Priority Given Specific Goals Influences Choice

With the recommendation to drop Alternative #8 (MUNI Rapid Transit), the study team focused its attention on the four remaining Third Street light rail alternatives, each of which has pluses and minuses when measured against its effectiveness in meeting the Project's goals and objectives. Some important details of the light rail alternatives are:

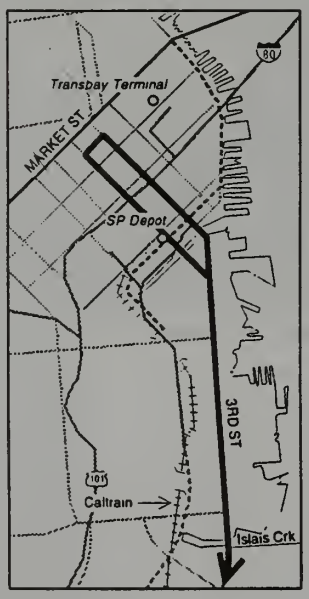
- ***Station Stops:*** South of Islais Creek, all four light rail alternatives, #4, #5, #9 and #10, are virtually identical, with station stops suggested at Evans, Hudson, Jerrold, MacKinnon, Palou, Revere, Van Dyke, Carroll, Gilman, Blanken and the Bayshore Caltrain Station. North of Islais Creek, the station stops vary.
- ***Low vs. High Platforms:*** with the exception of Alternative #5, each alternative assumes high platforms, with rail cars compatible with the MUNI Metro subway, allowing convenient access to downtown. Alternative #5, with low platform cars (incompatible with the MUNI Metro subway), would run in an exclusive median right-of-way through Mission Bay; from there, slight variations in this alternative would use either Third and Fourth Street or Second Street. While the cars could not enter the MUNI Metro subway, a transfer to the subway at Market would be fast and convenient; in addition, this alternative would provide direct service to Yerba Buena Gardens and could easily connect to the Geary Corridor, where a rail transit system is also under study. A direct subway station transfer might then be provided to BART and the MUNI Market Street lines.
- ***Frequency of Service*** ("headways" between trains): is assumed to be the same under all alternatives — A.M., every five minutes; Midday, every ten minutes; P.M., every six minutes, and evening, every fifteen minutes.
- ***Ridership***: each light rail system is expected to carry between 33,500 and 36,000 daily riders by the year 2010.
- ***Capital Costs***: Alternative #4 has the lowest initial capital costs to provide service to the Bayshore Caltrain station ($153 million) and Alternative #5, the highest ($194 million).

ALTERNATIVE #4



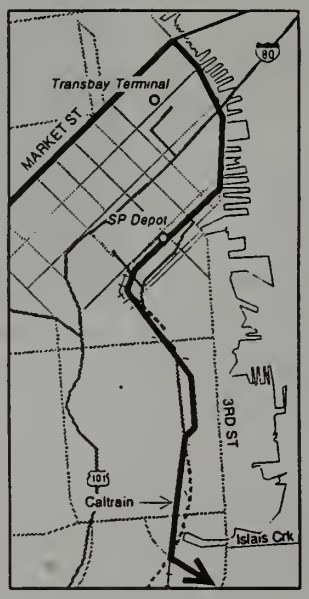
PLATFORMS	HIGH
MARKET ST SUBWAY	YES
MISSION BAY ALIGN.	KING-16TH
ALIGNMENT 16TH-ISLAIS	3RD ST
ALIGNMENT S. OF ISLAIS	3RD ST
CAPITAL COST	$152,600,000
O&M COST	$2,815,000
DAILY RIDERS	33,500
TRAVEL TIME	31 MINUTES

ALTERNATIVE #5



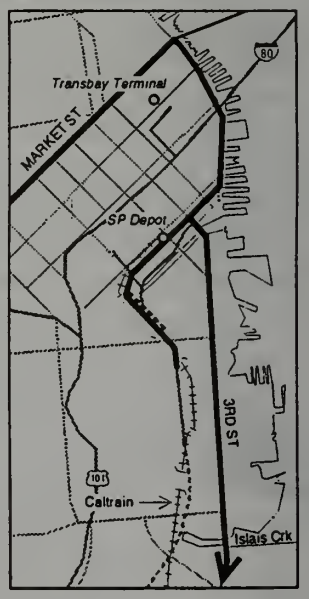
PLATFORMS	LOW
MARKET ST SUBWAY	NO
MISSION BAY ALIGN.	3RD ST
ALIGNMENT 16TH-ISLAIS	3RD ST
ALIGNMENT S. OF ISLAIS	3RD ST
CAPITAL COST	$193,700,000
O&M COST	$3,780,000
DAILY RIDERS	35,500
TRAVEL TIME	25 MINUTES

ALTERNATIVE #9



PLATFORMS	HIGH
MARKET ST SUBWAY	YES
MISSION BAY ALIGN.	KING
ALIGNMENT 16TH-ISLAIS	CALTRAIN
ALIGNMENT S. OF ISLAIS	3RD ST
CAPITAL COST	$176,800,000
O&M COST	$4,281,000
DAILY RIDERS	36,000
TRAVEL TIME	29 MINUTES

ALTERNATIVE #10



PLATFORMS	HIGH
MARKET ST SUBWAY	YES
MISSION BAY ALIGN.	KING-3RD ST
ALIGNMENT 16TH-ISLAIS	3RD ST
ALIGNMENT S. OF ISLAIS	3RD ST
CAPITAL COST	$155,100,000
O&M COST	$2,560,000
DAILY RIDERS	35,000
TRAVEL TIME	28 MINUTES

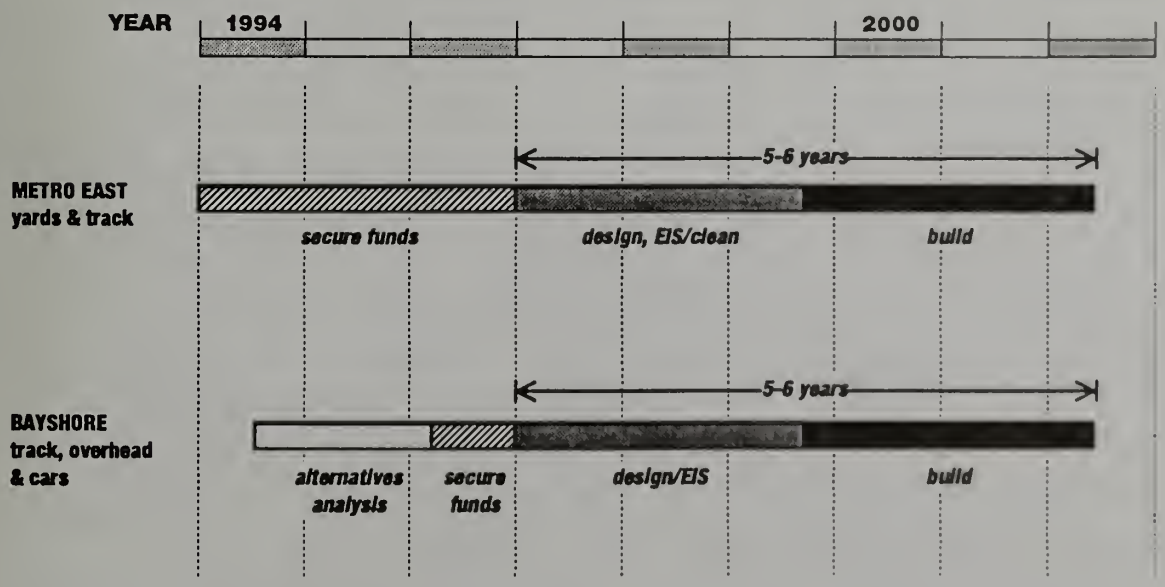
Comparison of light rail alternatives.

WHEN CAN THE PROJECT BE BUILT?
Climbing Aboard LRT in the 21st Century

Considering the work that lies ahead and the competition for the necessary funding, a light rail transit system serving the Bayshore Corridor probably cannot be completed before the turn of the century. Even if the City elects to move ahead on the LRT itself using only local funds, it is estimated that it will still take five to six years to complete the railyard after its funding has been secured.

Therefore, even if there were complete consensus on where the yard should go (and there is not) and the money was in hand (which it is not) it is unlikely that the rail system could be operating before the year 2002. If the City decides to seek federal funds for the light rail project, estimates are that we could begin Alternatives Analysis in late summer 1994, and complete it by Summer 1996. Engineering and environmental work could begin in the Fall of 1996 and construction could be completed by 2002. These timelines are shown in the accompanying figure, "Project Schedule."

BAYSHORE TRANSIT STUDY



PROJECT SCHEDULE

SF Municipal Railway

MUNI BAYSHORE BULLETIN
A Study of Rail Transit in the Bayshore Corridor
POTRERO HILL • BAYVIEW/HUNTERS POINT • VISITACION VALLEY • LITTLE HOLLYWOOD
November 1993 Aileen C. Hernandez, Editor Issue Number 3

BAYSHORE STUDY FINAL REPORT RECOMMENDS CITY SEEK FEDERAL FUNDING FOR LIGHT RAIL SYSTEM

Proposition B funding just won't go far enough to build a quality light rail system in the Bayshore Corridor according to the final report submitted to MUNI by its consultant team. The rail system could be **started** with the approximately $95 million anticipated as Bayshore's share of the $190 million expected to be generated from the ½-cent sales tax authorized by the 1989 Proposition. But it could not even be built to Third and Gilman with that amount of money. However, if the City money can be leveraged at a 60/40 federal/local ratio, $240 million for the total project could be generated to construct a light rail system extending into the Visitacion Valley/Little Hollywood area.

The consultant team, headed by Wilbur Smith Associates, has recommended that the City apply for federal funding assistance. This approach would require the preparation of what is called an Alternatives Analysis (AA), a more detailed study of light rail alternatives. The process could take up to two years, but might be less because new federal regulations may allow the environmental impact work normally associated with an AA to be postponed until engineering occurs.

(continued on page 2)

MUNI Service Planning
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